A RETROSPECTIVE LOOK:
THE TRANSPORTATION INVESTMENT ACT (TIA) OF 2010
TODAY’S DISCUSSION

• Transportation Investment Act (TIA)

Background

• Regions Overview

• Q&A
TIA 2010 BACKGROUND
TIA 2010 BACKGROUND

• **Legislation Overview**
  
  – A proposed 1% transportation sales tax to be levied up to 10 years if approved by voters via a referendum.
  
  – The state was divided into 12 special tax districts (followed Regional Commission boundaries)
TIA 2010 BACKGROUND

• Legislation Overview

- Each region required to develop and adopt a final investment list by October 15, 2011 (prior to the July 31\textsuperscript{st} 2012 referendum)

- If a final investment list was not developed and/or adopted by region by October 15\textsuperscript{th}, a gridlock would be declared

- Transportation sales tax, if approved, could be implemented in tandem with current local option sale tax initiatives
Eligibility

- Revenue could be used for all transportation project phases (e.g., Engineering, Right of Way purchase, Construction, Operations & Maintenance)

- Revenue could only be used on transportation projects (e.g., new or existing airports, bike lanes, bridges, bus and rail mass transit systems, freight and passenger rail, ports, roads, terminals)

- Candidate projects had to be under construction within 10 years of start of the tax (i.e., controversial projects considered risky)
• Funding Requirements

  – Revenue raised within a region could not cross regional boundaries

  – Revenue raised in each region would fall into two funding pots:
    • 75% to regional project list
    • 25% into a discretionary pot for each local government (i.e., Atlanta region was the sole exception)

  – Discretionary funds (25%) were not required to be included on the investment list(s) and use of those funds was solely at the local entity’s discretion

  – A region could use TIA tax funds as a funding match for Federal Aid projects

  – Final investment lists had to be fiscally constrained within projected revenue amounts forecasted by the State Economist
• Governance & Structure
  – Each region had a roundtable consisting of a County Chairperson and one Mayoral representative for each county
    • Each county had two representatives on the roundtable
    • Executive Committee formed by election from members
  
  – Counties nor cities could opt out of transportation sales tax
    • If a region approved the tax, then all local governments would be levied tax (i.e., majority of votes casts dictated outcome)
  
  – Regional transportation needs had to be balanced with local needs
    • There were multiple methods for allocating funds across a region which also impacted project selection
COMMON CHALLENGES

• Local governments wanted “fair” share of available funding

• Some local governments did not get a project on the final investment list based on available funding and funding allocation methods used by region(s)

• Educating elected officials and the general public about the legislation

• Responding to misinformation and resistance to proposed transportation sales tax
FINAL RESULTS

• No special district gridlock was enforced

• Votes were cast within each region on July 31, 2012

• Only 3 out of 12 special tax districts passed the proposed transportation sales tax:
  – Central Savannah
  – Heart of Georgia
  – River Valley
REGIONS OVERVIEW
TIA HIGHLIGHTS

- 3 regions passed the referendum with an average of 53% of their populations voting “Yes”
- 46 counties and 140 cities impacted
- 1.1+ million Georgians to benefit from TIA projects/funding
THE CENTRAL SAVANNAH RIVER AREA DISTRICT

- Over $535M in Regional Funding and Over $175M in Discretionary Funding
- 13 counties and 41 cities; Population of 462,735
- Tally of Votes: 54% Yes (49,387) and 46% Nay (42,611)
CENTRAL SAVANNAH RIVER AREA

- 84 projects on the final investment list
- 8 project categories with some projects in multiple categories

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THE HEART OF GEORGIA DISTRICT

- Over $250M in Regional Funding and Over $80M in Discretionary Funding
- 17 counties and 63 cities; Population of 304,000
- Tally of Votes: 52% Yes (28,679) and 48% Nay (26,784)
HEART OF GEORGIA

• 764 projects on the final investment list
• 5 project categories with some projects in multiple categories
  – Region’s project total is comparably high due to the number of maintenance/resurfacing projects which typically have lower project costs

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THE RIVER VALLEY DISTRICT

- Over $380M in Regional Funding and Over $125M in Discretionary Funding
- 16 counties and 36 cities; Population of 378,061
- Tally of Votes: 54% Yes (30,202) and 46% Nay (25,453 votes)
RIVER VALLEY

• 23 projects on the final investment list
• 7 project categories with some projects in multiple categories

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